

Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 08/22/2017	Task #: 2014110614252901003	Request #: 20141106142529
Procedure: RNAV (GPS) Z RWY 6 AMDT 1			Airport ID: KSBD	Airport: SAN BERNARDINO INTL	Reimbursable #: NO	
City: SAN BERNARDINO	ST: CA	GPS #:	Estimated Chart Date: 05/24/2018		FICO #:	
Fac ID: N/A		Fac. Type:		Specialist: ROBERT GRIM		
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	09/14/2017					
QA:				<div style="border: 1px solid green; padding: 5px; display: inline-block;"> APPROVED <small>By Steven M Barnett at 12:38 pm, Mar 22, 2018</small> </div> <div style="text-align: right; margin-top: -20px;"> QUALITY 23 CHECKED </div>		
Liaison:						
Procedure Comments:			Remark Type: INFORMATION			
8260-1 RNAV (GPS) Z RWY 06 (CANCEL) CONTACT INFO: DON LANIER MANAGER AJV-5431, 405.954.8242						

EXISTING


SAN BERNARDINO, CALIFORNIA

AL-547 (FAA)

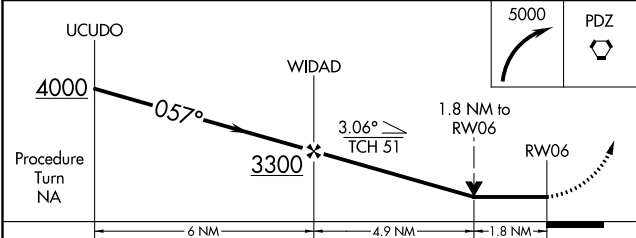
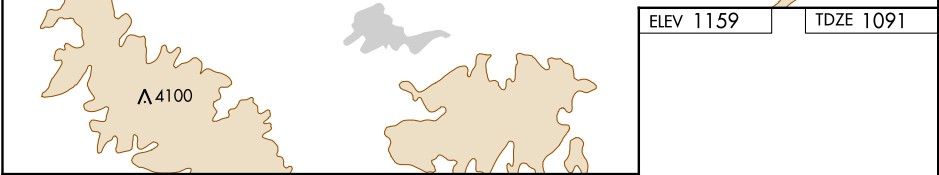
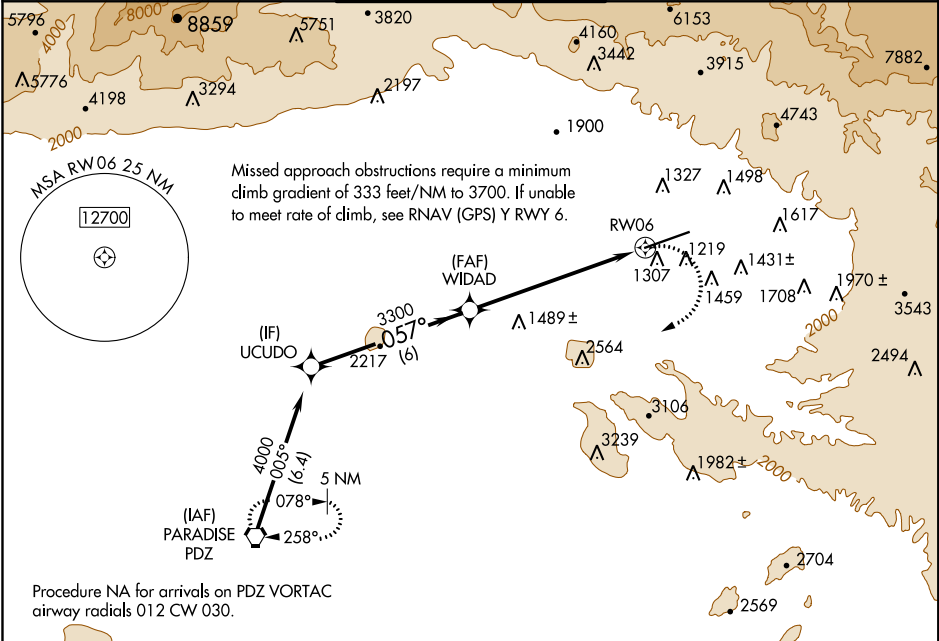
17201

APP CRS	Rwy Idg	10000
057°	TDZE	1091
	Apt Elev	1159

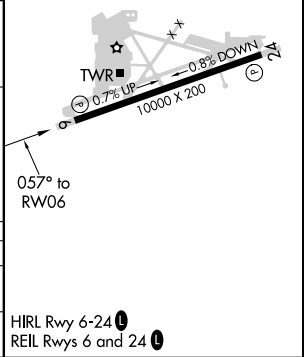
RNAV (GPS) Z RWY 6
SAN BERNARDINO INTL (SBD)

 Circling NA north of Rwy 6 and 24. DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, procedure NA.	MISSED APPROACH: Climbing right turn to 5000 direct PDZ VORTAC and hold.
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ATIS 124.175	SOCAL APP CON 127.0 318.2	SAN BERNARDINO TOWER* 119.45 (CTAF) 0	GND CON 121.8	UNICOM 122.975
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CATEGORY	A	B	C	D
LNAB MDA	1720-1 629 (600-1)	1720-1 629 (600-1)	1720-1 629 (600-1)	1720-2 629 (600-2)
CIRCLING	1720-1 561 (600-1)	1720-1 561 (600-1)	1720-1 561 (600-1)	1820-2 661 (700-2)



SAN BERNARDINO, CALIFORNIA
Orig 07MAY09

34°06'N-117°14'W

SAN BERNARDINO INTL (SBD)
RNAV (GPS) Z RWY 6

SW-3, 14 SEP 2017 to 12 OCT 2017

SW-3, 14 SEP 2017 to 12 OCT 2017

SAN BERNARDINO, CALIFORNIA

AL-547 (FAA)

FIG

WAAS CH 66041 W06A	APP CRS 057°	Rwy Idg 10000 TDZE 1103 Apt Elev 1159
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RNAV (GPS) Z RWY 6

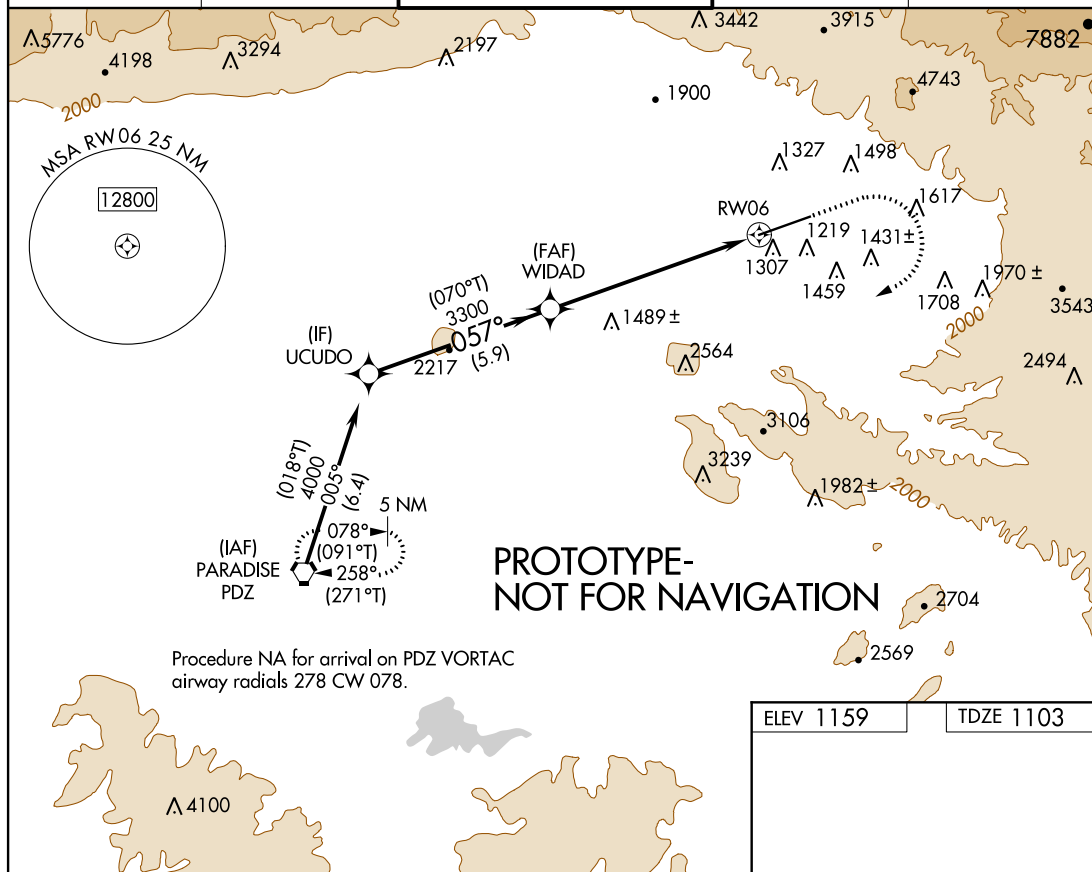
SAN BERNARDINO INTL (SBD)

RNP approach

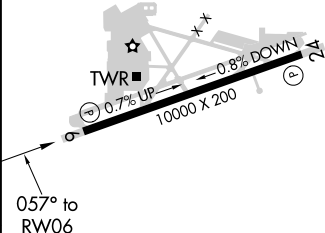
⚠ Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use Ontario Intl altimeter setting and increase all DA 73 feet and all MDA 80 feet. Increase LNAV visibility Cat C/D ¼ mile, and Circling visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 6000 direct PDZ VORTAC and hold, continue climb-in-hold to 6000.
*Missed approach requires minimum climb of 340 feet per NM to 4000; if unable to meet climb gradient, see RNAV (GPS) Y RWY 6.

ATIS 124.175	SOCAL APP CON 127.0 318.2	SAN BERNARDINO TOWER ★ 119.45 (CTAF) 0	GND CON 121.8	UNICOM 122.975
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UCUDO		WIDAD		PDZ	
4000		3300		2000	
GP 3.00°		057°		*1.9 NM to RW06	
TCH 51		3300		*LNAV only	
5.9 NM		4.9 NM		1.9 NM	
CATEGORY	A	B	C	D	
LPV DA*	1353-¾		250 (300-¾)		
LNAV MDA*	1740-1	637 (700-1)	1740-1¾	637 (700-1¾)	
CIRCLING	1740-1	581 (600-1)	1760-1¾	2640-3	
			601 (700-1¾)	1481 (1500-3)	



AUTOMATED AL-547 RNAV (GPS) Z RWY 6
AUTOMATED AL-547 RNAV (GPS) Z RWY 6

SW-3
05 MAR 2018
COMPILER: CG
REVIEWER:
DBL CHKR:
EFF DATE: FIG

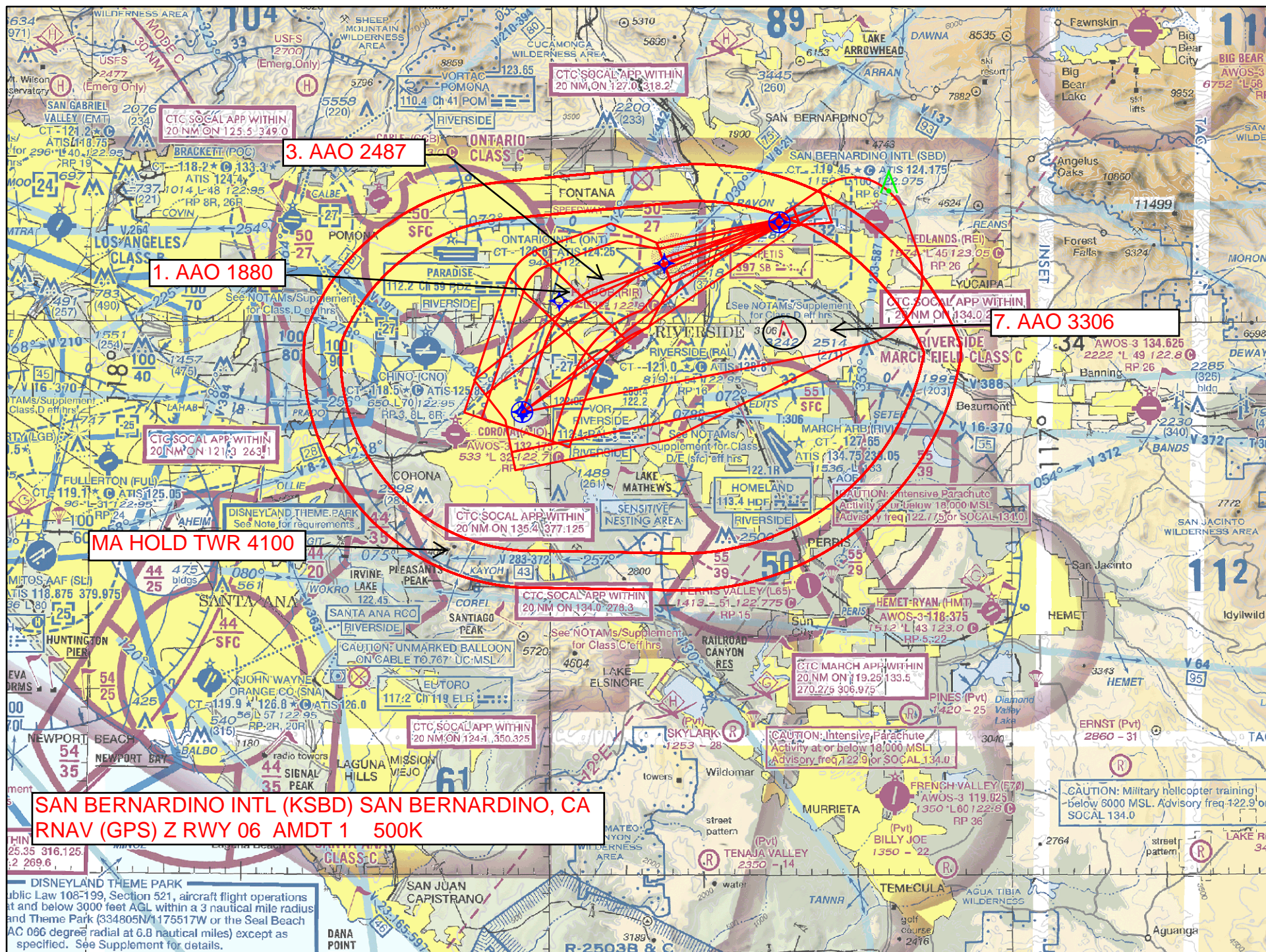
SAN BERNARDINO, CALIFORNIA

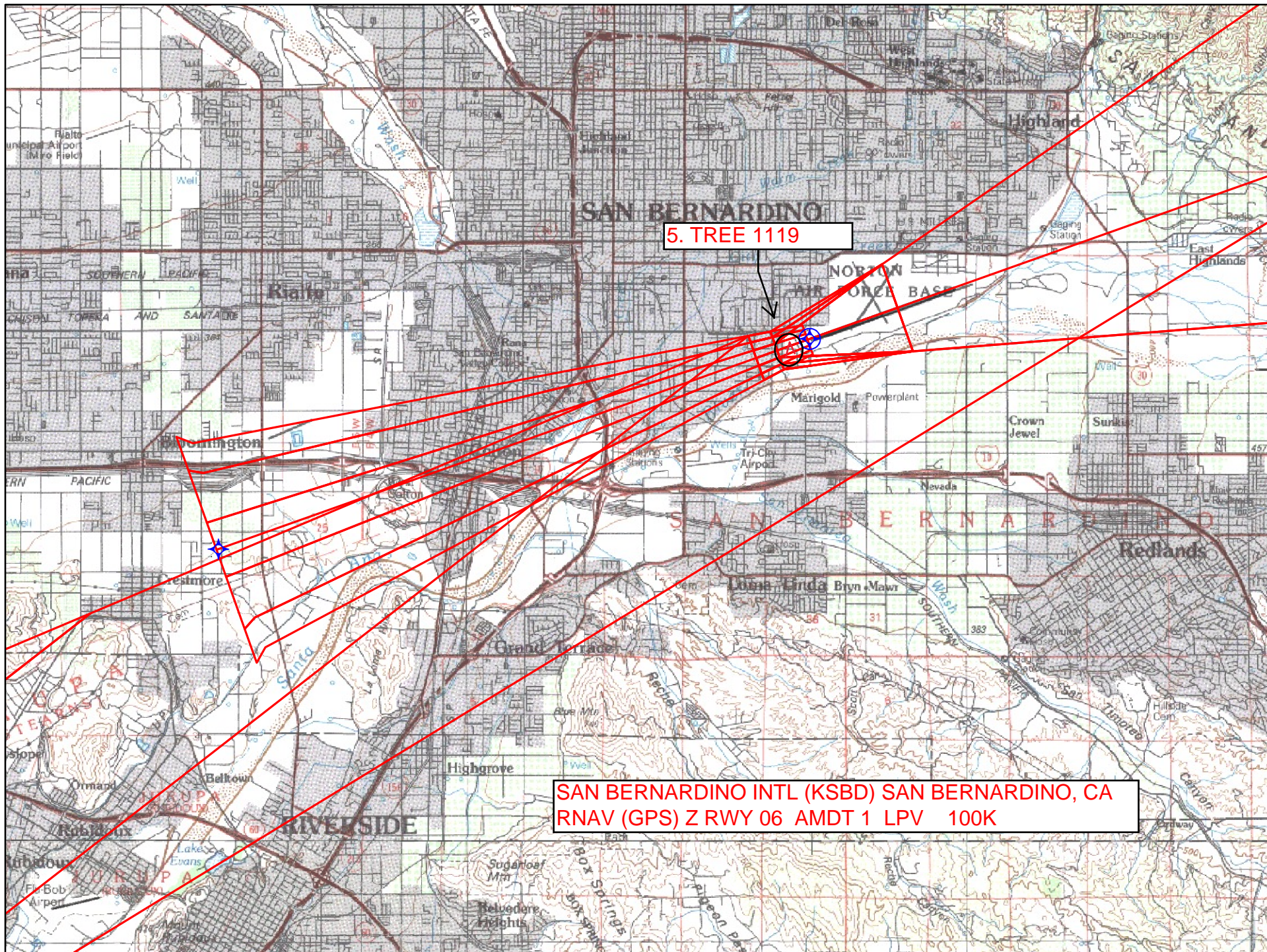
Amdt 1 FIG

34°06'N-117°14'W

SAN BERNARDINO INTL (SBD)

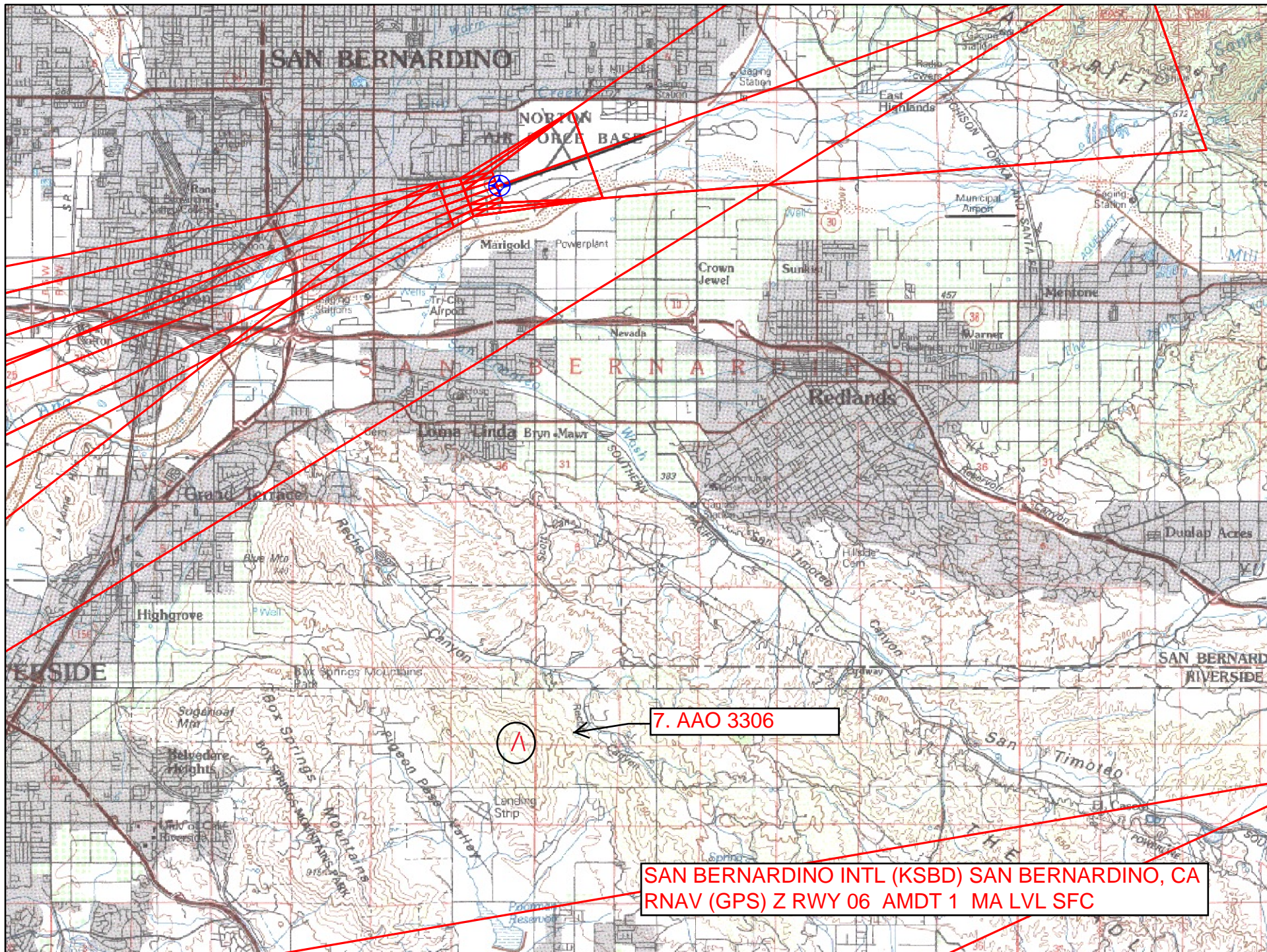
RNAV (GPS) Z RWY 6





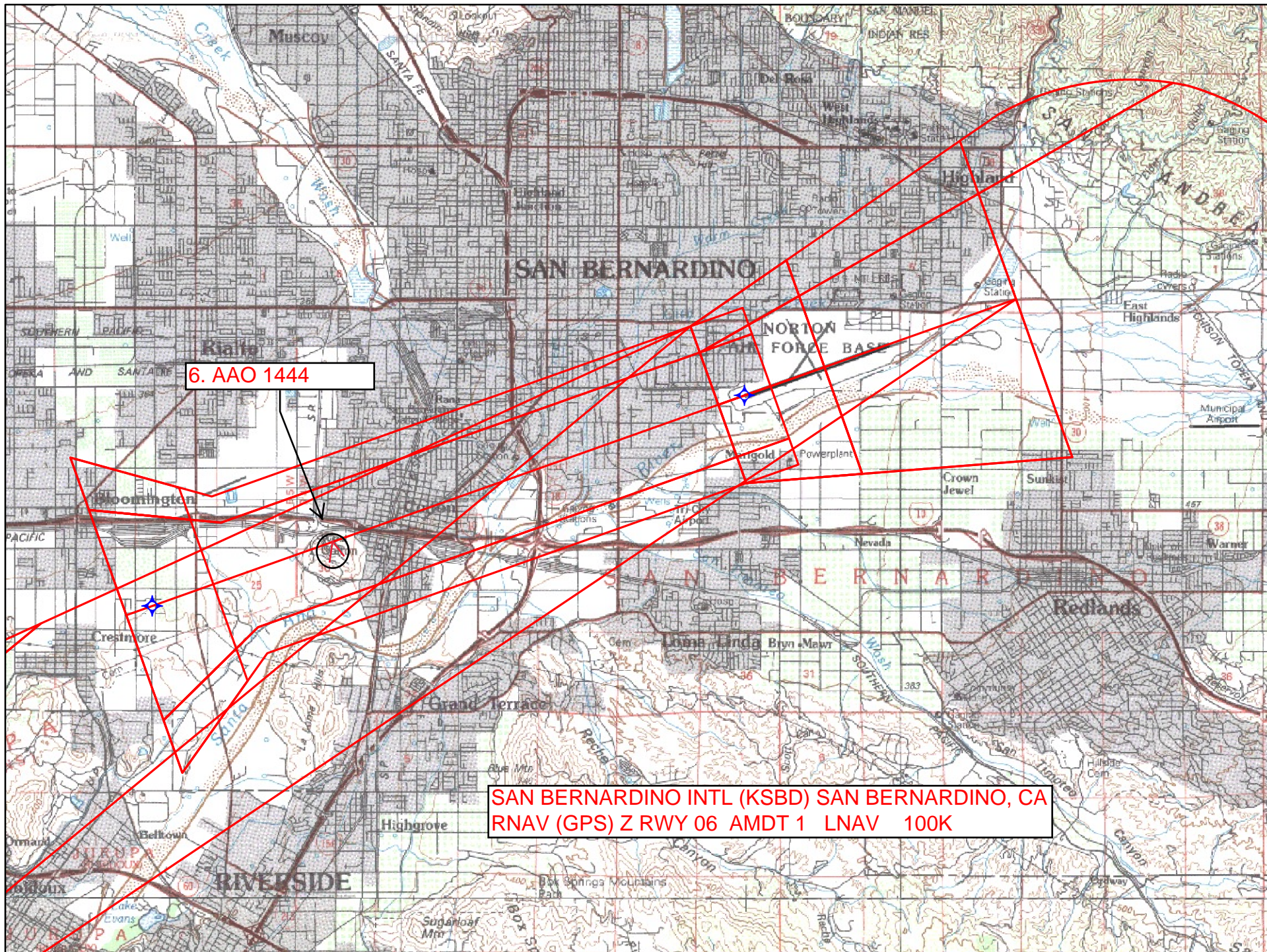
5. TREE 1119

SAN BERNARDINO INTL (KSBD) SAN BERNARDINO, CA
RNAV (GPS) Z RWY 06 AMDT 1 LPV 100K



7. AAO 3306

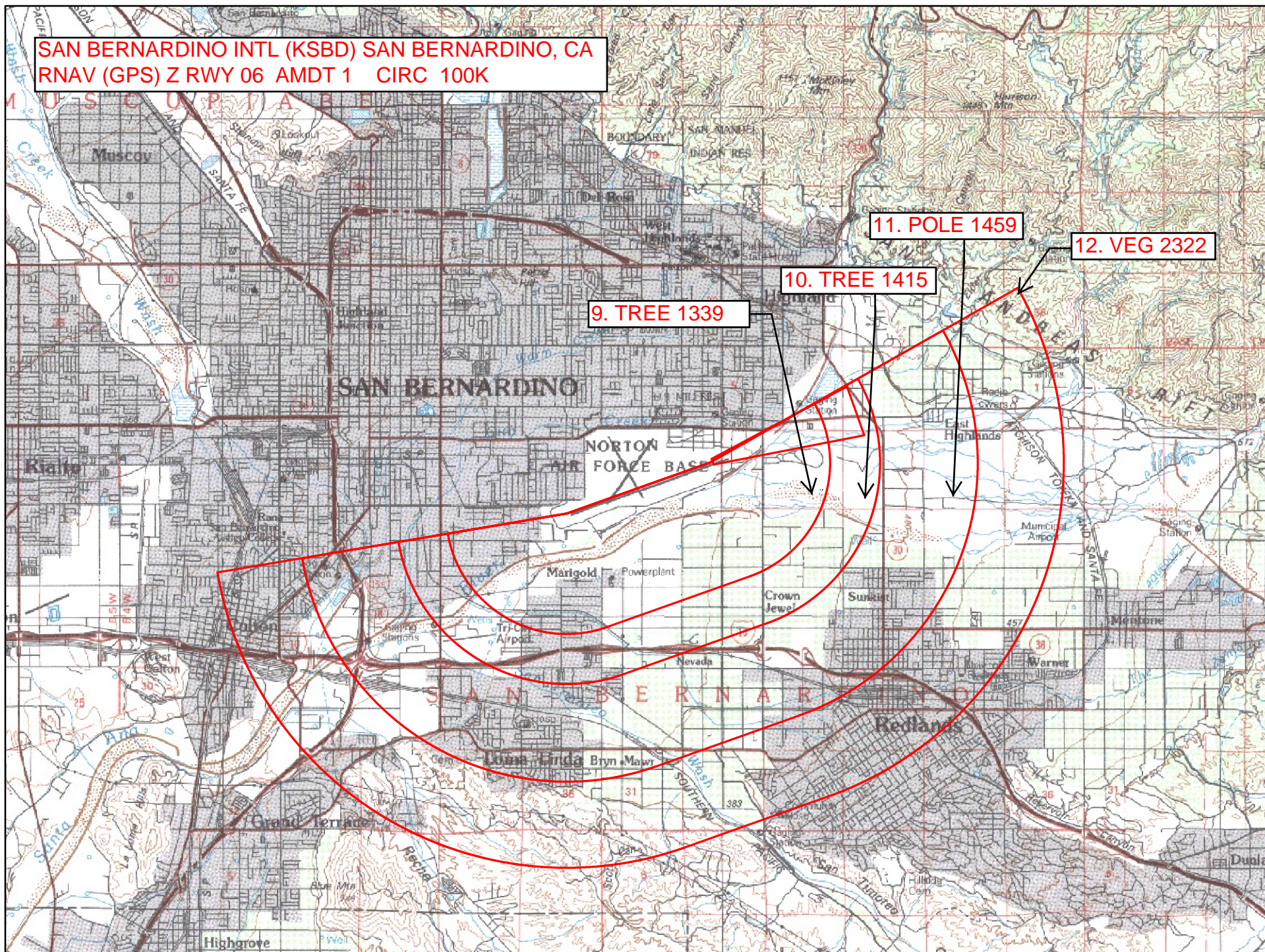
SAN BERNARDINO INTL (KSBD) SAN BERNARDINO, CA
RNAV (GPS) Z RWY 06 AMDT 1 MA LVL SFC



6. AAO 1444

SAN BERNARDINO INTL (KSBD) SAN BERNARDINO, CA
RNAV (GPS) Z RWY 06 AMDT 1 LNAV 100K

SAN BERNARDINO INTL (KSBD) SAN BERNARDINO, CA
RNAV (GPS) Z RWY 06 AMDT 1 CIRC 100K



TERMINAL AIRSPACE DATA REQUIREMENTS

City: SAN BERNARDINO Airport Name: SAN BERNARDINO INTL Procedure: RNAV (GPS) Z RWY 6 Docket #:	State: CA ID: KSBD Amendment: AMDT 1																																																												
ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.																																																													
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">1.</td> <td style="width: 30%;">Distance from</td> <td style="width: 15%;">THLD</td> <td style="width: 30%;">to 1000' point</td> <td style="width: 15%; text-align: right;">3.29</td> </tr> <tr> <td>2.</td> <td>Width of</td> <td>FINAL</td> <td>segment at 1000' point</td> <td style="text-align: right;">0.22</td> </tr> <tr> <td>3.</td> <td>True Course of</td> <td>FINAL</td> <td>segment containing 1000' point</td> <td style="text-align: right;">70.36</td> </tr> <tr> <td>4.</td> <td>High Terrain in</td> <td>FINAL</td> <td>segment containing 1000' point</td> <td style="text-align: right;">1244</td> </tr> <tr> <td>5.</td> <td>Distance from</td> <td>THLD</td> <td>to 1500' point</td> <td style="text-align: right;">4.86</td> </tr> <tr> <td>6.</td> <td>Width of</td> <td>INTERMEDIATE</td> <td>segment at 1500' point</td> <td style="text-align: right;">1.27</td> </tr> <tr> <td>7.</td> <td>True Course of</td> <td>INTERMEDIATE</td> <td>segment containing 1500' point</td> <td style="text-align: right;">70.36</td> </tr> <tr> <td>8.</td> <td>High Terrain in</td> <td>INTERMEDIATE</td> <td>segment containing 1500' point</td> <td style="text-align: right;">2287</td> </tr> <tr> <td>9.</td> <td colspan="2">Threshold Coordinates (if straight-in)</td> <td style="text-align: center;">34 05 26.72 N / 117 15 01.57 W</td> <td></td> </tr> <tr> <td>10.</td> <td colspan="2">ARP Coordinates</td> <td style="text-align: center;">34 05 43.30 N / 117 14 05.60 W</td> <td></td> </tr> <tr> <td>11.</td> <td colspan="4">Runway Approach End and distance furthest from ARP: Runway 06 Distance 0.82 NM</td> </tr> <tr> <td>12.</td> <td colspan="2">FAF Coordinates</td> <td style="text-align: center;">34 03 09.61 N / 117 22 44.10 W</td> <td></td> </tr> </table>		1.	Distance from	THLD	to 1000' point	3.29	2.	Width of	FINAL	segment at 1000' point	0.22	3.	True Course of	FINAL	segment containing 1000' point	70.36	4.	High Terrain in	FINAL	segment containing 1000' point	1244	5.	Distance from	THLD	to 1500' point	4.86	6.	Width of	INTERMEDIATE	segment at 1500' point	1.27	7.	True Course of	INTERMEDIATE	segment containing 1500' point	70.36	8.	High Terrain in	INTERMEDIATE	segment containing 1500' point	2287	9.	Threshold Coordinates (if straight-in)		34 05 26.72 N / 117 15 01.57 W		10.	ARP Coordinates		34 05 43.30 N / 117 14 05.60 W		11.	Runway Approach End and distance furthest from ARP: Runway 06 Distance 0.82 NM				12.	FAF Coordinates		34 03 09.61 N / 117 22 44.10 W	
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Remarks:																																																													



Federal Aviation Administration

Memorandum

Date:

To: Bruce DeCleene, Manager, Flight Technologies and Procedures Division
THRU: Sherri Hubbard, Manager, Flight Procedure Implementation &
Oversight Branch

From: Steve Szukala, Manager, Instrument Flight Procedures Team 3, AJV-5430

Subject: **ACTION:** Waiver Cancellation

The attached Waiver for San Bernardino Intl (KSBD) is forwarded for your review and approval.

Please return a signed copy for our files.

8260-1 RNAV (GPS) Z RWY 06 (CANCEL)

Please respond as soon as possible.

Attachments:

JAN 07 RECD

US Department of Transportation
Federal Aviation Administration

FLIGHT PROCEDURES STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY

CONTROL NO:

1. Flight Procedure Identification:

SAN BERNARDINO, CA
SAN BERNARDINO INTERNATIONAL
RNAV (GPS) Z RWY 6

2. Waiver Required and Applicable Standard:

TERPS, PARA 3.9.1.E (2), 40:1 OBSTACLE CLEARANCE SLOPE (OCS), AND TERPS PARA 3.9.3. MISSED APPROACH CLIMB GRADIENT.
CLIMB GRADIENT CALCULATIONS DERIVED USING 8260.54A, FORMULA 6-9.

3. Reason for Waiver (Justification for nonstandard treatment):

MISSED APPROACH 40:1 OBSTACLE ASSESSMENT WOULD NOT ALLOW A MISSED APPROACH REGARDLESS OF ROUTING OR ALTITUDE ADJUSTMENTS. BY USING A 333 FT/NM CLIMB GRADIENT A 1720' MSL MDA AND A 629' HAT CAN BE ACHIEVED. THE OBSTACLE CAUSING THE CLIMB GRADIENT IS A 3306 MSL AAO, 335924.90N/1171452.70W.

4. Equivalent Level of Safety Provided:

1. A PUBLISHED CLIMB GRADIENT OF 333 FT/NM TO 3700 FT MSL MEETS THE LEVEL OF SAFETY PROVIDED BY STANDARD CRITERIA FOR 40:1 MISSED APPROACH EVALUATION.
2. A SEPARATE PROCEDURE, RNAV (GPS) Y RWY 6, WAS DEVELOPED WITH A LINE OF MINIMA FOR AIRCRAFT UNABLE TO MEET THE CLIMB GRADIENT.
3. A NOTE IS ADDED TO THE PROCEDURE, "IF UNABLE TO MEET RATE OF CLIMB, SEE RNAV (GPS) Y RWY 6."

5. How Relocation or Additional Facilities Will Affect Waiver Requirement:

REROUTING THE MISSED APPROACH WILL NOT ALLEVIATE PENETRATIONS OF 40:1 OCS BY HIGH TERRAIN AND OBSTRUCTIONS.

6. Coordination With User Organizations (Specify):

AVN-130 *CH*AVN-101 *JN*

7. SUBMITTED BY

DATE:

JAN 06 2009

Office Identification:

AVN-100

Title:

MANAGER, NATIONAL FLIGHT
PROCEDURES OFFICE

Signature:

DANNY E. HAMILTON

8. CONTINUATION

Comments:


This waiver is canceled effective March 29, 2018.
A waiver is no longer required and an approval
letter request submitted to AFS-400, IAW FAAO
8260.3C, CH 16, para 16-1-8a(6).

9. AFS ACTION

xx	Approved
	Disapproved
	Not Required

Comments: Approved Based on the Equivalent Level of Safety in Block 4.

Date: JAN 30 2009

Routing Symbol:
AFS-400Signature: 
Les Smith
Acting Manager, Flight Technologies Division